





Western Australia, which Government he administered without interruption until February, 1882. In this year he was made a Companion of the Bath, and was transferred to Vancouver's Island in 1883, where he remained until 1867, when he was made Governor of the West African Settlements and created a Knight Bachelor. In 1871 Sir ARTHUR KENNEDY received the distinction of Knight Commander of the Order of St. Michael and St. George, and in the following year he was despatched to Hongkong, which he governed with great credit and success until March, 1877. During his stay in this Colony Sir ARTHUR sustained a great blow in the death of Lady KENNEDY, who was greatly beloved wherever she went. In March, 1877, Sir ARTHUR left Hongkong to take up his last appointment, that of Governor of Queensland, which he retained until April last. In 1881 a further token of Royal favour was conferred upon Governor KENNEDY in the shape of the Grand Cross of St. Michael and St. George.

As an Administrator Sir ARTHUR KENNEDY proved eminently successful. He was not a brilliant man so much as a ready one. Combining great tact with much natural

The honours of Government House, and how inferior was the respect and esteem she inspired. In this time of her sore affliction the sympathy of those who in Hongkong had the privilege of her acquaintance—she, whom to know was to love—will be unsuitably given.

The Spanish steamer *Balagtas* went over to Kowloon to be docked yesterday. The British steamer *Kong Beng* docks at Aberdeen today.

We learn (says the *Japan Mail*) that the date of Sir Harry Parkes' departure for Peking is still very uncertain. Possibly, under these circumstances, it will be some considerable time before any public discussion of the form which this [Yokohama] community's farewell should assume.

The *Gazette* says—"The Chinese Government have entrusted Mr. G. Howald, Kiel, with the construction of two fast corvettes, each 270 tons, and Mr. Howald was the builder of the mysterious steamers *Digamos* and *Sorcelas*, recently reported to have been purchased by our Admiralty."

The weather still favours Mr. Chiarini, the evenings during this week having continued fine. On Tuesday night there was another very successful performance, and a huge and appreciative audience. We would remind our readers that Mr. Chiarini's stay in this colony is drawing to a close.

and style with the author of this  
 "phantom" story and the very-youthful  
 "Cain," which appeared in 1860. He was  
 at the time temporarily attached to the Ministry  
 of Marine as secretary. After two years, asked  
 to leave after about eleven hours, asked  
 "What was he doing." "A novel for the *Revue des  
 deux Mondes*," said Rivière. "That's right,"  
 answered the chief clerk seriously. "This kind of  
 work was always very eagerly with his pen,  
 and the sketches of life in the French Navy  
 which are to be found in most of his novels are  
 fresh and most pleasing, though not abounding  
 in facts. His best novels are *Les Mémoires du  
 capitaine Corcoran* (1855) and *La Grande Marguine* (1859).  
 He also wrote a very spirited "History of the  
 French Navy under Louis XV." He was one  
 of the best informed of men, known to a great  
 number of our English naval officers who had met him  
 foreign stations, and a favourite with them.  
 In the church of St. Eustache, in Paris,  
 where he is buried, there is a monument to a  
 man who died without having attained the  
 rank which he had in the service. It says:—"Le seul  
 officier de Marine de France manqua son pas à  
 gloire, mais à l'encouragement de ceux qui le  
 suivirent." (The only officer of the French Navy  
 died without having reached the rank which he  
 deserved, grade of Rear-Admiral; but he was  
 kept from this honour, like many of our  
 officers, by written things displeasing to the  
 Government. The Minister of Marine was  
 about to submit his name for promotion  
 to the President of the Republic.

[illegible]

		July 4th.					
		HONG- KONG.	AMOI.	SHANG- HAI.	MANILA.		
		On char- ter.	On char- ter.	On char- ter.	On char- ter.	On char- ter.	
		Per ton.	Per ton.	Per ton.	Per ton.	Per ton.	
At 10 a.m.	...	20.29	20.91	20.54	20.76	20.43	20.50
At 11 a.m.	...	20.81	21.00	20.60	20.80	20.45	20.53
At 12 noon	...	21.00	21.10	20.70	20.90	20.55	20.60
At 1 p.m.	...	21.10	21.20	20.80	21.00	20.65	20.70
At 2 p.m.	...	21.20	21.30	20.90	21.10	20.75	20.80
At 3 p.m.	...	21.30	21.40	21.00	21.20	20.85	20.90
At 4 p.m.	...	21.40	21.50	21.10	21.30	20.95	21.00
At 5 p.m.	...	21.50	22.00	21.20	21.40	21.05	21.10
At 6 p.m.	...	22.00	22.10	21.30	21.50	21.15	21.20
At 7 p.m.	...	22.10	22.20	21.40	22.00	21.25	21.30
At 8 p.m.	...	22.20	22.30	21.50	22.10	21.35	21.40
At 9 p.m.	...	22.30	22.40	22.00	22.20	21.45	21.50
At 10 p.m.	...	22.40	22.50	22.10	22.30	21.55	22.00
At 11 p.m.	...	22.50	23.00	22.20	22.40	21.65	22.10
At 12 midnight	...	23.00	23.10	22.30	22.50	21.75	22.20
At 1 a.m.	...	23.10	23.20	22.40	23.00	21.85	22.30
At 2 a.m.	...	23.20	23.30	22.50	23.10	21.95	22.40
At 3 a.m.	...	23.30	23.40	23.00	23.20	22.05	22.50
At 4 a.m.	...	23.40	23.50	23.10	23.30	22.15	22.60
At 5 a.m.	...	23.50	24.00	23.20	23.40	22.25	22.70
At 6 a.m.	...	24.00	24.10	23.30	23.50	22.35	22.80
At 7 a.m.	...	24.10	24.20	23.40	24.00	22.45	22.90
At 8 a.m.	...	24.20	24.30	23.50	24.10	22.55	23.00
At 9 a.m.	...	24.30	24.40	24.00	24.20	22.65	23.10
At 10 a.m.	...	24.40	24.50	24.10	24.30	22.75	23.20
At 11 a.m.	...	24.50	25.00	24.20	24.40	22.85	23.30
At 12 noon	...	25.00	25.10	24.30	24.50	22.95	23.40
At 1 p.m.	...	25.10	25.20	24.40	25.00	23.05	23.50
At 2 p.m.	...	25.20	25.30	24.50	25.10	23.15	23.60
At 3 p.m.	...	25.30	25.40	24.60	25.20	23.25	23.70
At 4 p.m.	...	25.40	25.50	24.70	25.30	23.35	23.80
At 5 p.m.	...	25.50	26.00	24.80	25.40	23.45	23.90
At 6 p.m.	...	26.00	26.10	24.90	25.50	23.55	24.00
At 7 p.m.	...	26.10	26.20	25.00	26.00	23.65	24.10
At 8 p.m.	...	26.20	26.30	25.10	26.10	23.75	24.20
At 9 p.m.	...	26.30	26.40	25.20	26.20	23.85	24.30
At 10 p.m.	...	26.40	26.50	25.30	26.30	23.95	24.40
At 11 p.m.	...	26.50	27.00	25.40	26.40	24.05	24.50
At 12 midnight	...	27.00	27.10	25.50	26.50	24.15	24.60
At 1 a.m.	...	27.10	27.20	25.60	26.60	24.25	24.70
At 2 a.m.	...	27.20	27.30	25.70	26.70	24.35	24.80
At 3 a.m.	...	27.30	27.40	25.80	26.80	24.45	24.90
At 4 a.m.	...	27.40	27.50	25.90	26.90	24	

HONGKONG TIDE TABLE.											
HIGH WATER.						LOW WATER.					
Mean Time.			Mean Time.			Mean Time.			Mean Time.		
Hour.	Min.	Sec.	Hour.	Min.	Sec.	Hour.	Min.	Sec.	Hour.	Min.	Sec.
1	5	44	1	5	44	1	5	44	1	5	44
2	10	38	2	10	38	2	10	38	2	10	38
3	15	32	3	15	32	3	15	32	3	15	32
4	20	26	4	20	26	4	20	26	4	20	26
5	25	20	5	25	20	5	25	20	5	25	20
6	30	14	6	30	14	6	30	14	6	30	14
7	35	8	7	35	8	7	35	8	7	35	8
8	40	2	8	40	2	8	40	2	8	40	2
9	45	0	9	45	0	9	45	0	9	45	0
10	50	0	10	50	0	10	50	0	10	50	0
11	55	0	11	55	0	11	55	0	11	55	0
12	0	0	12	0	0	12	0	0	12	0	0
1	5	44	1	5	44	1	5	44	1	5	44
2	10	38	2	10	38	2	10	38	2	10	38
3	15	32	3	15	32	3	15	32	3	15	32
4	20	26	4	20	26	4	20	26	4	20	26
5	25	20	5	25	20	5	25	20	5	25	20
6	30	14	6	30	14	6	30	14	6	30	14
7	35	8	7	35	8	7	35	8	7	35	8
8	40	2	8	40	2	8	40	2	8	40	2
9	45	0	9	45	0	9	45	0	9	45	0
10	50	0	10	50	0	10	50	0	10	50	0
11	55	0	11	55	0	11	55	0	11	55	0
12	0	0	12	0	0	12	0	0	12	0	0

writing enough to accept them; left  
China they are disgusted by the  
sanitary laws through ignorance  
of vital importance.

For example, see what is the sanitary condition  
Chinese towns as depicted by the men  
in the Imperial Maritime Customs.  
The last published volume  
is on the health of the Treaty ports  
and it is very interesting and thorough.  
We turn first to Dr. Hewar's  
description of Shanghai.  
"The town of Shanghai is naturally situated,  
and is naturally so healthy that  
there is no malaria and no epidemic  
besides small-pox. The absence  
of drainage, however, is Dr. Henry  
Crawford's charge, and with the pre-  
cursors of a low state of health is  
Diseases of the skin are almost uni-  
versal, and the prevalence of scabies  
is due to the filthy habits of the people."  
The town of Pakhoi, Dr. Lowry  
describes in "so horrible a condition that  
it is surprising there should be any healthy  
life in the place." The plain near Pak-  
hoi is very healthy and a most desirable  
reside on, but the town itself is  
very dangerous. Some idea may be  
gained of the condition of it from the fol-  
lowing description by Dr. Lowry:  
"The town of Pakhoi is a miserable  
collection of mud, built at the slightest attempt at clean-  
liness, animal and vegetable substances lie  
about on every side, and the streets are  
filled with filth. The privies are open  
to the sky, for convenience, is the most frequented

**DESIGN V. NATIVE OPIUM IN CHINA.**

A decline in the consumption of opium in China last year, in spite of the increase in price, is traceable in every port to the competition of the foreign. The import of Foreign Opium was 13,365 piculs less than in 1881, or 6,600 piculs less than in 1880. The same was most noticeable in the northern treaty ports. In the former the British and Mongolian drug intercourse was the sole of the opium product; in the latter, the Szechuan opium now finds a market, and as it has improved in concurrently with a decline in price largely used instead of the foreign. Mr. LAT, Commissioner of Customs at Shanghai, tells us that in ten years there has been a decline of 74 per cent. in the quantity of the Indian opium imported. Last year, however, the import showed a slight increase, but this was too small to be more than a revival of demand. In Kirin, for years, opium is extensively smoked, but it is by no means looked upon as a national one. At Tientsin the import of opium was 2,508 piculs as compared with 4,841 piculs in 1881; the com-







